

# The China Mail.

Established February, 1840.

VOL. XLIV. No. 9472.

號四十一月三日一千八百八十八年

HONGKONG, SATURDAY, MARCH 24, 1888.

日二十二年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E. C.; G. GEORGE STREET & Co., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E. C.; BATES HENDY & Co., 37, Walbrook, E.C.; SAMUEL DRAKE & Co., 130 & 134, Leadenhall Street, W. M. WILLIS, 131, Cannon Street, E.C.

PARIS AND EUROPE.—ADELÉ PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The APOTHECARY Co., Colombo.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Square, Singapore; C. HEINZEN & Co., Manila.

CHINA.—Macao, F. de Cruz, S. S. S. T. Quelch & Co., Amoy, N. Macao, Fuzhou, Ningpo & Co., Shanghai.

LANCE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, Imre, Chav-

pool & Co., Kelly & Co.

BANKS  
HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$3,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—Hon. JOHN BELL IRVING.  
Deputy Chairman—W. H. FORBES, Esq.  
C. D. BOTTERWELL, Hon. A. P. McEWEN,  
Esq.  
W. G. BRODIE, Esq.  
H. L. DALMYPLE, Esq.  
H. HOPPIUS, Esq.  
B. LAYTON, Esq.

CHIEF MANAGER.  
Hongkong....THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai....EDWARD CAMERON, Esq.  
LONDON BANKERS....London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.  
Credit granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, January 25, 1888. 363

N O T I C E.  
opposite the HONGKONG HOTEL.

R U L E S OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may, at their option, transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 5 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

T. JACKSON,  
Chief Manager.  
Hongkong, September 1, 1888. 764

## Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS  
are requested to send in a STATEMENT OF BUSINESS Contributed during the Half-Year ended 31st December, 1887, on or before the 31st instant, on which date the Accounts will be closed.

By Order of the Board of Directors,  
D. GILLIES,  
Secretary.

Hongkong, March 15, 1888. 434

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all Vessels discharging BOMBAY COTTON and COTTON YARN at the Kowloon Wharves will have Free Storage for 14 days from arrival, after which a Rent of 3 CENTS per ton per month will be charged.

ISAAC HUGHES,  
Secretary.

Hongkong, November 7, 1887. 244

## Intimations.

CATHAY CHAPTER, No. 1165.

REGULAR CONVOCACTION of the above CHAPTER will be held in the FREEMASONS' HALL, Zeeland Street, on MONDAY NEXT, the 26th Inst., at 8:30 p.m. precisely. VISITING BRITHIEN are cordially invited.

Hongkong, March 20, 1888. 409

ROSE SHAMROCK AND THISTLE HOTEL

M. R. LIEBERMANN having sold the above Business to Mr. C. BERTOFT, and being about to leave for Europe shortly, requests that ALL CLAIMS against him be sent in immediately.

Hongkong, March 21, 1888. 474

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written. A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 5/- at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOALE, Amoy.

Hongkong, March 3, 1888. 363

IMPORTANT NOTICE.

KUHN & CO.  
ARE NOW SELLING OFF

THEIR FINE ART COLLECTION, consisting of a CHOICE & VALUABLE ASSORTMENT of JAPANESE BRONZES, CLOISONNE, IVORY, LACQUER, SILK and SATIN KIMMOS, KAKIMOS, SCREENS, DRESSING-COMBS and JACKETS, QUILTS, WALL-ECD & TATIONS, BRONZE JEWELLERY, SWORDS, COMPLETE SUITS of ANTIQUE ARMOUR, &c., &c., &c.

TO AVOID THE COST OF RE-SHIPMENT, THE ENTIRE STOCK IS NOW OFFERED AT GREATLY REDUCED PRICES.

MESSRS. KUHN & Co., in thanking the RESIDENTS of Hongkong, Canton, and Macao, for their Liberal Patronage, regret to state that, owing to the opening of a Branch House in London, where Mr. KUHN's presence is an absolute necessity, they are compelled to temporarily close their Hongkong establishment; but the notice will be given of the resumption of Business. Meanwhile all Orders sent to KUHN & Co., YOKOHAMA, will receive the most careful attention.

The PUBLIC are respectfully notified that the present sale of the most complete collection of WORKS OF JAPANESE ART ever offered in Hongkong at such low prices, will be limited to the current month.

KUHN & Co., opposite the HONGKONG HOTEL.

Hongkong, March 19, 1888. 449

SOCIETE FRANCAISE DES CHAR-BONNAGES DU TONQUIN (SOCIETE ANONYME.)

CAPITAL.....FRANC 4,000,000  
Divided into 8,000 SHARES of  
FRANC 500 EACH.

THIS Society is being formed for the purpose of WORKING the COAL MINES at HALON Bay, Tonquin, under a Concession granted by the French Government in Tonquin, to M. BAVIER CHAUFOUR as per Act, dated Hanoi the 28th day of March, 1887, and the 5th day of August, 1887.

THE COAL MINES cover an Area of about 15,000 hectares, and the Concession will be conveyed to the Society by the Concessionaire as soon as the Society is formed.

Of the 8,000 SHARES, 4,000 are offered for Public Subscription at Par on the 22nd and 23rd days of March, 1888, and the Amount thereof is payable on application.

Forms of Application can be obtained from M. BAVIER CHAUFOUR, 7, Queen's Road Central, to whom the same must be returned when filled up and signed, and where also the Articles of Association of the Society in formation can be obtained by the intending Shareholders.

PAYMENT for SHARES applied for must be made to the COMPTOIR D'ESCOMPTES DE PARIS, Hongkong, as Agents for the BANQUE DE L'INDO-CHINE, who will grant Receipts for same.

Hongkong, March 20, 1888. 472

CANTON INSURANCE OFFICE, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

CONTRIBUTORS to the above Office are requested to furnish the Underwritten with a List of their Contributions for the year ending 31st December, 1887, in Order that the DISTRIBUTION OF BONUSES may be arranged. Returns not rendered prior to the 31st DAY OF MARCH INSTANT, will be adjusted by the OFFICE, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LIMITED.

HONGKONG, March 1, 1888. 339

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths, NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

YOKOHAMA'S CELEBRATE BINOCULARS AND TELESCOPES.

RAILWAY LIQUID & OTHER COMPANIES.

ADMIRALTY & DRAFT CHARTS.

NAUTICAL BOOKS.

EDWARD SILVER & ELECTRO-PLATEDWARE.

CHRISTIE & CO.'S ELECTRO-PLATEDWARE.

GOLD & SILVER JEWELLERY.

in great variety.

DIA MONDS.

—AND—

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

Hongkong, March 12, 1888. 414

LIQUIDATION OF THE 'COMPANIA NAVIERA DE FILIPINAS.'

THE Liquidators of the above Company have decided to Pay a FIRST DIVIDEND of 15% to the SHAREHOLDERS or to their legal representatives or successors.

PAYMENT will be made on and after the 8th instant, on presentation of the Slip at the Office of Dr. DEL ANGEL, Davao.

Plaza de Cervantes No. 6.

(Signed) A. ORTIZ.

GEO. ARMSTRONG.

Hongkong, March 12, 1888. 414

DISCOUNT to insurancemen and families.

Sole Address.

2. DUDDELL STREET.

(Next to the New Oriental Hotel.)

Hongkong, January 15, 1888. 408

NOTICE

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectively informed that upon their arrival in this Harbour, NONE of the Company's FOEHOMEN should be at hand. Orders for REPAIRS must be sent to the Head Office, No. 13, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Underwriters will be required to rectify the cause of dissatisfaction.

By Order of the Board of Directors,

D. GILLIES,

Secretary.

Hongkong, March 15, 1888. 434

NOTICE is hereby given that all Vessels

discharging BOMBAY COTTON

and COTTON YARN at the Kowloon

Wharves will have Free Storage

for 14 days from arrival, after which a Rent

of 3 CENTS per ton per month will be charged.

ISAAC HUGHES,

Secretary.

Hongkong, November 7, 1887. 244

## Business Notices.

### LANE, CRAWFORD & CO.

HAVE RECEIVED A VARIETY OF

### NEW GOODS,

INCLUDING—

PIGSKIN HAIR SADDLES and FURNITURE. Complete for \$20.00.

DOG COLLARS, DOG MUZZLES, DOG WHIPS, DOG CHAINS.

THE FILTRE RAPIDE, MAIGNON'S PATENT INDESTRUCTIBLE, \$6.00.

A FINE LOT OF BATH SPONGES.

BATH TOWELS, BATH BLANKETS and BATH GOWNS.</p

## To-day's Advertisements.

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI.

(Taking Cargo &amp; Passengers at through rates for CHEFOO, TIENTSIN, NEW CHWANG, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship  
Glenoyle, Captain DURE, will be  
despatched as above on  
MONDAY, the 26th instant, at Daylight:For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Hongkong, March 24, 1888. 485COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.The Co.'s Steamship  
Melbourne, Commandant LEQUEUX,  
will be despatched for the above Ports on or about FRIDAY, the  
30th instant.G. DE CHAMPEAUX,  
Agent.

Hongkong, March 24, 1888. 498

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates  
for NINGPO, CHEFOO, NEW  
CHWANG, TIENTSIN, HANKOW and  
Ports on the YANGTSE.)The Co.'s Steamship  
Jason, Capt. MILLIGAN, will be  
despatched as above on  
SATURDAY, the 31st instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, March 24, 1888. 497

GLEN LINE OF STEAM PACKETS.  
FROM LONDON, PENANG AND  
SINGAPORE.

SHIPPING REPORTS.

The British steamer *Belgic* reports:  
Left San Francisco February 24th. Arrived in Honolulu March 2d, leaving same day. Arrived in Yokohama March 16th, left Yokohama March 18th. Arrived in Hongkong March 23rd. Time from Yokohama 5 days, 14 hours, and 18 minutes. Yokohama to Van Diemen's Straits, strong Westerly winds and sea; hence to port, Northwesterly winds and smooth sea.The British steamer *Glenoyle* reports:  
Had moderate wind to fresh in the China sea, with clear weather.

## CLEARED.

Soochow, for Hoitow and Pakhoi.  
Angiers, for Saigon.  
Olympia, for Yokohama.  
Dantek, for Haiphong.  
Fokien, for Coast Ports.  
Chow-chow-foo, for Saigon.  
Actis, for Hoitow and Pakhoi.  
Norway, for Mantung.  
Glenoyle, for Shanghai.

## ARRIVED.

For *Belgic*, from San Francisco, Messrs E. Runci, Jas. Foster, F. L. Brady, Wm. Carlton, Foon Huong, Jno. Williams.  
For *Glenoyle*, from London, for Hongkong, Rev. Mr. and Mrs. Buncannon, nurse and child, Rev. Mr. Weston, Messrs Cooper, Hanwell, Mitchell, Dr. Layng, and 280 Chinese for Shanghai; Mrs. Bellington, Miss Norris, Mrs. Beck and child, Mrs. McFadyen and child, and Mrs. Kinder.  
For *Actis*, from Pakhoi, 67 Chinese.

## DEPARTED.

Per *Soochow*, for Hoitow, 12 Chinese.  
Per *Mefoo*, for Shanghai, 10 Chinese.  
For *Leopoldina*, for Yokohama, 1 European.  
Per *Amoy*, for Shanghai, 10 Chinese.  
Per *Borneo*, for Saigon, 90 Chinese.  
Per *City of New York*, for Yokohama, Mr. and Mrs. C. D. Hartman, Mr. H. G. Simon, Mrs. and Miss Bayne, 1 European, and 1 Chinese; for San Francisco, Mr. H. W. Selon Kart, and 341 Chinese.  
Per *Telarco*, for Nagasaki, 3 Europeans.  
Per *Husqvarna*, for Singapore, 8 Europeans and 12 Chinese.  
Per *Devonshire*, for Singapore, 503 Chinese.

## TO DEPART.

For *Cutterfield*, for Sydney, &c., Mr. and Mrs. Thomson, Messrs Woolnough and Harper.  
For *Danube*, for Haiphong, Mrs. Mountford, Messrs Bavier Chaufour, James, 1 European, and 26 Chinese.  
For *Glenoyle*, for Shanghai, from London, Mrs. Bellington, Miss Norris, Mrs. Beck and child, Mrs. McFadyen and child, and Mrs. Kinder.  
For *Olympia*, for Yokohama, 12 Chinese.  
For *Fokien*, for Swatow, 1 European, and 20 Chinese.  
Per *Chow-chow-foo*, for Saigon, 100 Chinese.  
Per *Actis*, for Hoitow, 100 Chinese.  
Per *Norway*, for Mantung, 2 Chinese.

## GENERAL.

The British steamer *Belgic* reports:  
Left San Francisco February 24th. Arrived in Honolulu March 2d, leaving same day. Arrived in Yokohama March 16th, left Yokohama March 18th. Arrived in Hongkong March 23rd. Time from Yokohama 5 days, 14 hours, and 18 minutes. Yokohama to Van Diemen's Straits, strong Westerly winds and sea; hence to port, Northwesterly winds and smooth sea.

The British steamer *Glenoyle* reports:  
Had moderate wind to fresh in the China sea, with clear weather.

## EXPORT CARGOES.

Per s.s. *Anchises*, sailed 21st March;—For London, 113 boxes Tea (particulars unknown), 210 cases Soy, 41 cases Chinawares, 15 cases Blackwood-ware and 4 cases Fans. From Manila, 1,000 bags Hemp, 200 bags Sugar, 5 bags Coffee and 5 bags Copra. From Kobe, 7,216 bags Rice.  
Per British barque *Rialto*, sailed on 22nd March;—For London, 14,000 pigs, Cassia, &c.

## H. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for San Francisco via Yokohama, on  
SATURDAY—the 14th April, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
San Francisco ..... \$200.00  
San Francisco and return } 360.00  
available for 6 months }  
To Liverpool ..... 325.00  
To London ..... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, March 24, 1888. 499

## SHIPPING.

## ARRIVALS.

March 23, 1888.—

*Belgic*, British steamer, 4,211, W. H. Walker, San Francisco February 24, Honolulu March 2, and Yokohama 15, Mails and General—O. & S. S. Co.

March 24.—

*Fushun*, Chinese steamer, from Whampoa, China.

*Glenoyle*, British steamer, 2,000, W. E. Duke, London February 10, Ponson and Siugapao March 18, General—JARDINE, MATHESON & CO.

*Actis*, Danish steamer, 395, N. C. Reversible, Pakhoi March 20, and Hoitow 21, General—ARNOLD KIRKEBO & CO.

## DEPARTURES.

March 24.—

*Mefoo*, for Shanghai.  
*Berlende*, for Yokohama.

*Amoy*, for Saigon.  
*Telarco*, for Nagasaki.  
*Hesperia*, for Singapore and Hamburg.  
City of New York, for San Francisco.  
*Devonshire*, for Singapore.

2,500 bags Sugar, 500 pks. Camphor, 600 cases Preserves, 200 casks Soy, 100 boxes Feathers, 100 oases Fans, 2 cases Blackwood-ware and 103 pieces Sundries.

## POST OFFICE NOTICES.

MAILS will close:—  
For SAIGON.—  
For Chow-chow-foo, at 9 a.m., on Sunday, the 25th inst.

Per Angiers, at 9 a.m., on Sunday, the 25th inst.

For YOKOHAMA & KOBE.—  
For *Ulysses*, at 9 a.m., on Sunday, the 25th inst.

For SHANGHAI.—  
For *Amoy*, at 9 a.m., on Sunday, the 25th inst.

For *Glenoyle*, at 9 a.m., on Sunday, the 25th inst.

For PORT DARWIN, SYDNEY, MELBOURNE & ADELAIDE.—  
For *Cutterfield*, at 5 p.m., on Monday, the 26th inst., instead of as previously notified.

For AMOY AND MANILA.—  
Per *Zafiro*, at 4.30 p.m., on Tuesday, the 27th inst.

For *Actis*, at 9 a.m., on Wednesday, the 28th inst.

For *Leopoldina*, at 9 a.m., on Wednesday, the 28th inst.

For *Amoy*, at 9 a.m., on Wednesday, the 28th inst.

For *Borneo*, at 9 a.m., on Wednesday, the 28th inst.

For *City of New York*, at 9 a.m., on Wednesday, the 28th inst.

For *Amoy*, at 9 a.m., on Wednesday, the 28th inst.

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## THE CHINA MAIL.

That one or two cases of this nature have developed of late, and that one of them may soon be developed more publicly than it has yet been.

That I hear the machinery clause of the Ratepayers' Bill is to be amended or expunged, on the ground that local industries must not be crippled.

That it may be remembered at the same time that two at least of the machine-using companies are not owned by local capital.

That as Public Valuers are generally spoken of in exceedingly unparliamentary language, it is quite a new sensation to observe your contemporary and yourself falling publicly on the neck of Mr. Shelton Hooper, and accusing him of having well performed his duty.

That the speech of Captain Thomsett, acknowledging his farewell presentation, read like a historical document, and did the old boy great credit.

That I had a notion I was reading the address of a previous Governor, so statesman-like and sonorous were its periods.

That as 'old Thomsett,' as he was familiarly called, was nothing if not straightforward to bluntness, the resemblance ended with the sound,—the substance was honest and came from the heart.

That the form of presentation was evidently sensible, as a Bank draft was a very nice gift.

That the moving spirits and promoters of the High Level Tramway are to be congratulated on having carried out their enterprise in the face of a continual opposition of ill-natured cranks.

That the Tramway is an important factor in the future health and comfort, and it is to be hoped its opening will be celebrated as an important event in the history of the Colony.

That the Reclamation of the Praia fore-shore awaits the result of the survey, which service it is said will not be completed for a month to come.

That the recent decision on appeal, whereby the Straits Government is reminded of its duty, and is called upon to pay up and look pleasant, may exercise a sobering influence upon the minds of certain energetic spirits in this Colony, both official and unofficial.

That I believe the Praia Extension is needed, and, if carried out with due regard to all rights and interests, it will be a boon to the community.

That so far as I can see at present, it can only be carried out as a public improvement, and solely by the Government.

That the local and non-local Fire Offices are watching the Yu Tsai Wan cases with great interest, and there is certainly much food for wholesome reflection in the facts of these cases for all acceptors of fire risks.

That a proposal to exact a heavy license fee for the privilege of issuing fire policies, has been suggested as an alternative to the so-called differential duty on policies. That whichever proposition may be accepted, and be sanctioned at Home, there is but one opinion as to the danger that would arise through the breaking up of the Volunteer Fire Brigade.

That some of my 'horse' friends who ought to know, are of opinion that the batch of Aral charges from Algeria via Tonquin will prove a greater success than recent lots of ponies from the North.

That the printed pamphlet of the grand shooting competition of the Hongkong Rifle Association is indeed calculated to shake the nerves of persons of moderate expectations.

That during the three days' shooting over a hundred prizes have to be competed for and won, and by the end of the third day there is every probability that every competitor—whether with his wife and family, will have secured one, if not more, of the prizes.

That every grade of capacity seems to have been provided for, saving that immortalized by Mr. Winkler, who was wont to divide his fire impartially amongst his friends and himself.

That a large number of enterprising residents have suddenly awakened to the fact, or been awoken by judicious reminders, that it is the proper thing to present a prize to the fire-lievers of Hongkong.

That the generous passion lately displayed by Mr. Bellius for the encouragement of sport of all descriptions is now being imitated by many of our leading citizens; and long may such rivalry merrily go on.

That the Prospectus of the Tonquin Black-Diamond Company is one of the first outcomes of the opening of the French Colony, and it certainly reads somewhat vaguely.

That the best thing our Gallie friends can do to recommend such concerns to Hongkong investors is first to pacify the country and enable merchants to get insurance on goods in transit, which can't be done at present.

That Hongkong will be very glad to supply them with engines, boilers, steamers and material generally, even money, if they will only give a fair *quid pro quo*.

That if they will not have the help of foreigners, let them call in second Lessees, who will be able to do something with the country.

That I understand quite a mania is setting in for building China houses, and, fail to speak of the Praia Extension scheme, there is just a possibility of this industry being overdone, notwithstanding the overcrowding so much spoken of.

That Shanghai experienced a similar mania some years ago, and many speculators got their fingers severely burnt.

That the next ery will be for the erection of model lodgings or casual wards for the middle-class Europeans.

That we have had fever (several kinds, wide forgoing Report of the Fever Commission), small-pox, measles, and whooping-cough during the last few months, and only need a cholera scare to wind up the record.

That considering the enormous influx and exodus of coolies from Swatow for the Straits, the odds are in favour of something of that kind.

That the Government has done but little to stave off or prepare for any emergency state of things; the Medical Commission Report will probably have us as wise as ever; and say recommendations that may be made will most likely meet the usual fate.

That on the top of all this, we shall doubtless be told that we are an obtrusive lot because we set our faces against the Import and Export nonsense.

That we have been promised guns for a very long time, a light on the Gap Rock, a larger Garrison, a Deep-water fort, broader representation in Council, 19 gallons of fresh water per head per day, a perfect system of drainage, a public Park, a public Laundry, sites on the Kennedy Road, more Torpedo-boats, the

removal of the Naval Yard, any number of Postal deliveries per day, Loans to be repaid by posterity, and many other things.

That I shall have to take a few weeks to meditate over a few of the things no hero enumerated, which we have got.

That I must congratulate Commander Rimsey upon his acting appointment, and express a fervent hope that he will be confirmed therein.

That it may be remembered at the same time that two at least of the machine-using companies are not owned by local capital.

That as Public Valuers are generally spoken of in exceedingly unparliamentary language, it is quite a new sensation to observe your contemporary and yourself falling publicly on the neck of Mr. Shelton Hooper, and accusing him of having well performed his duty.

That the speech of Captain Thomsett, acknowledging his farewell presentation, read like a historical document, and did the old boy great credit.

That I had a notion I was reading the address of a previous Governor, so statesman-like and sonorous were its periods.

That as 'old Thomsett,' as he was familiarly called, was nothing if not straightforward to bluntness, the resemblance ended with the sound,—the substance was honest and came from the heart.

That the form of presentation was evidently sensible, as a Bank draft was a very nice gift.

That the moving spirits and promoters of the High Level Tramway are to be congratulated on having carried out their enterprise in the face of a continual opposition of ill-natured cranks.

That the Tramway is an important factor in the future health and comfort, and it is to be hoped its opening will be celebrated as an important event in the history of the Colony.

That the Reclamation of the Praia fore-shore awaits the result of the survey, which service it is said will not be completed for a month to come.

That the recent decision on appeal, whereby the Straits Government is reminded of its duty, and is called upon to pay up and look pleasant, may exercise a sobering influence upon the minds of certain energetic spirits in this Colony, both official and unofficial.

That I believe the Praia Extension is needed, and, if carried out with due regard to all rights and interests, it will be a boon to the community.

That so far as I can see at present, it can only be carried out as a public improvement, and solely by the Government.

That the local and non-local Fire Offices are watching the Yu Tsai Wan cases with great interest, and there is certainly much food for wholesome reflection in the facts of these cases for all acceptors of fire risks.

That a proposal to exact a heavy license fee for the privilege of issuing fire policies, has been suggested as an alternative to the so-called differential duty on policies.

That whichever proposition may be accepted, and be sanctioned at Home, there is but one opinion as to the danger that would arise through the breaking up of the Volunteer Fire Brigade.

That some of my 'horse' friends who ought to know, are of opinion that the batch of Aral charges from Algeria via Tonquin will prove a greater success than recent lots of ponies from the North.

That the printed pamphlet of the grand shooting competition of the Hongkong Rifle Association is indeed calculated to shake the nerves of persons of moderate expectations.

That during the three days' shooting over a hundred prizes have to be competed for and won, and by the end of the third day there is every probability that every competitor—whether with his wife and family, will have secured one, if not more, of the prizes.

That every grade of capacity seems to have been provided for, saving that immortalized by Mr. Winkler, who was wont to divide his fire impartially amongst his friends and himself.

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## CARRYING PASSENGERS WITHOUT A LICENCE.

A SHIPMASTER FINED.

At the Magistracy to-day, before Mr. Wedderburn, Capt. Rowin of the British steamer *Soochow* was charged, at the instance of Police Sergeant Hawkins, with carrying passengers on his vessel without having the necessary certificate.

Mr. Holmes, who appeared for the defendant, said it would be at once admitted that there were passengers on board the steamer, but without the knowledge of the Captain.

The men were all Government officials, very dirty and fond of smoking. The purser, a gentleman of the old school, had been a Colonel in the Army, but lost his commission through taking part in a revolution. He is a well-educated man, converses fluently in both French and Italian, and was our interpreter *pro tem.*

The Church master, strong, about a dozen young men bound to the Philippines with the object, I presume, of converting the tobacco-growing inhabitants of those islands.

Quite contrary to the habits of our indigenous savages and missionaries, these good young men kept to themselves and practised what English clergy would have called self-denial with respect to making themselves agreeable to the ladies. I thought at first that they might have been thinking of home, or mother, and sister, so I chatted with one of the young men a bit, I signified that I could keep a good dinner for them, and they were put ashore when I went on board to serve the summons. The chief officer was in charge of the ship which witness went on board, and must have known that the passengers were on board. The Captain said the owners had put the passengers on board unknown to him.

Mr. Holmes said he did not think it necessary to call any other witnesses. It was agreed that the passengers were on board, but the Captain was not present.

In reply to Mr. Holmes, witness said when he went on board the Captain was not there. Witness did not know of his own knowledge at what time the passengers went on board, but he had been told by one of them that it was at 3 a.m. Witness was not aware that the Captain sent the passengers off shore as soon as he became aware that they were there, but they were putting out ashore when he went on board to serve the summons.

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after a long inquiry I heard that a second class passenger, a French lady, would land here. Unfortunately the young lady could not or would not dance alone, and as no one else could do it, it fell through.

None of them could play the piano; all they seemed to care for it was sitting idle all day. No games of cards or dominoes, no reading, no sewing; day after day there they sat, no wonder the smallest of them weighed 11 stone. Many people write and talk about Spanish beauties; I should like to see very much, for the Gibraltar we only saw the ugly ones, and on this ship none could hold a candle to a clean looking English girl.

The men were all Government officials, very dirty and fond of smoking. The purser, a gentleman of the old school, had been a Colonel in the Army, but lost his commission through taking part in a revolution. He is a well-educated man, converses fluently in both French and Italian, and was our interpreter *pro tem.*

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## PLURAL PASSION.

Comprised within the narrow space  
Of hair, lip, both and eyes,  
The captivating charm we trace  
Where siren power lies.  
  
When young we love a woman best;  
When older, womankind;  
We start with one; then all the rest  
Attract the fickle mind.  
  
And so we see, when love's desire  
Now beauties do perplex,  
It isn't woman we admire,  
But we adore the sex.  
  
Philadelphia Times.

## ONE YEAR AGO.

A year ago? Let's see—  
I was in love a year ago—  
Ah me!

So helpless in love!  
Ah she!  
What taught my heart somuch it did not know,  
And kept its strings forever trembling so—  
She said she loved me too—

A year ago.

The days were just like those,  
The same dark days a year ago!  
The trees  
Were just as bare then.

And the breeze

Blew just as drearily—all this I know,  
And yet it seems that Nature wasn't so—  
She didn't know so much

A year ago.

New York Mercury.

## THERE IS NO DEATH.

There is no death! The stars go down  
To rise upon some fair shore;  
And bright in heaven's jeweled crown  
They shine forevermore.

There is no death! The dust we tread  
Shall change beneath the summer shower;  
Golden grain or yellow fruit,  
Or rainbow-tinted flowers.

The granite rocks disorganize  
To form the huts where they bear,  
The leaves drink daily life  
From out the vineless air.

There is no death! The leaves may fall,  
The flowers may fade and pass away;  
They only wait through winter hours  
The coming of the May.

There is no death! An angel form  
Walks o'er the earth with silent tread;  
He bears out best-loved things away,  
And then they "dead."

He leaves our hearts all desolate;  
He plucks our fairest, sweetest flowers;  
Transported into bliss, they now  
Adorn immortal bower.

The birdlike voice, whose joyous tones  
Malo glad these scenes of sin and strife;  
Sing now an everlasting song  
Amid the tree of life;

And where he sees a oasis' too bright  
Our heart too pure for saint and vice,  
He bears it to that world of light,  
To dwell in paradise.

Born unto that undying life,  
They leave us but to come again;  
With joy we welcome them—the same;  
Except in sin and pain.

And over near us, though unseen,  
The dear immortal spirits tread;  
For all the boundless universe  
Is life—there are no dead.

—Sir Edward Bulwer Lytton.

## THE FISHERIES DISPUTE.

## PUBLICATION OF THE NEW TREATY.

Washington, February 21.—The Senate to-day made public the fisheries treaty with the President's letter of transmittal. The President's letter, with the historical part omitted, is as follows: "In my annual message transmitted to Congress in December, 1886, it was stated that negotiations were then pending for the settlement of questions growing out of the rights claimed by American fishermen in British North American waters. As the result of such negotiations a treaty has been agreed upon between her Britannic Majesty and the United States, concluded and signed in this capital, under my direction and authority, on the 15th of February, and which I now have the honor to submit to the Senate, with the recommendation that shall receive the consent of this body, as provided in the Constitution, in order that the ratification thereof may be duly exchanged and the treaty carried into effect.

"Shortly after Congress had adjourned in March last, and in continuation of my efforts to arrive at such an agreement between the Governments of Great Britain and the United States as would secure to the citizens of the respective countries unobstructed the enjoyment of their just rights under the existing treaties and international comity in the territorial waters of Canada and Newfoundland, I availed myself of opportune occasions to meet our neighbors and amicably settle the disputes which had arisen between the two populations in so far as they concerned the mutual advantage and convenience of the two nations. The importance of our social and commercial intercourse with those populations who have been placed upon our borders and made forever our neighbors is made apparent by the list of United States common carriers, marine and inland, connecting their lines with Canada, which was returned by the Secretary of the Treasury to the Senate on the 7th day of February, 1888, in answer to a resolution of that body, and this is instructive as to the great volume of mutually profitable interchanges which have come into existence during the last half century. This intercourse is still but partially developed, and if amicable enterprises and wholesome competition between the two populations is not obstructed, the promise of the future is full of the fruits of unbounded prosperity on both sides of the border. The treaty now submitted to you has been framed in a spirit of liberal equity and reciprocal benefits, in the conviction that mutual advantage and convenience are the only permanent foundations of peace and friendship between States, and that with the adoption of the agreement now laid before the Senate, beneficial and satisfactory intercourse between the countries will be established so as to secure perpetual peace and harmony.

"In connection with the treaty herewith submitted, I deem it also my duty to transmit to the Senate a written offer or arrangement in the nature of a modus vivendi to be entered into after the conclusion of the treaty, to secure kindly and peaceful relations during the period that may be required for consideration of the treaty by the respective Governments, and for the enactment of the necessary legislation to carry its provisions into effect, if approved. This paper, freely and in their own motion signed by the British plenipotentiaries, will only extend advantages to our fishermen pending the ratification of the treaty, but appears to be indicative of a friendly and amicable spirit.

"I am given to understand that the other governments concerned in this treaty will, within a few days, in accordance with their methods of conducting public business, submit the treaty to their respective legislatures, when it will be at once published to the world. In view of such action, it appears to be advisable that publication here early, and full knowledge of all that has been done in the premises, should be afforded our people. It would also seem to be useful to inform the popular mind concerning the history of the long-continued disputes growing out of the subject embodied in the treaty, and to satisfy public interests touching the same, as well as to acquaint our people with the present status of the questions involved, and to give them the exact terms of the proposed adjustment, in place of the exaggerated and imaginary statements which will otherwise reach them. I therefore beg leave respectfully to suggest that treaty and all such correspondence, messages, and documents relating to the same as may be deemed important to accomplish these purposes be at

solution of the difficulties which have clouded our relations with our neighbors on our northern borders. Especially satisfactory do I believe the proposed arrangement will be found by those of our citizens who are engaged in open-sea fisheries adjacent to the Canadian coast, and resorting to those ports and harbors under treaty provisions and the rules of international law. The proposed delimitation of the lines of exclusive fisheries from common fisheries will give certainty and security to the area of these legitimate fields.

The headland theory of imaginary lines is abandoned by Great Britain, and the specification in the treaty of certain named bays, especially provided for, gives satisfaction to the inhabitants of the shores without subtracting materially from the value or convenience of the fishery rights of Americans.

Uninterrupted navigation of the Straits of Canso is expressly and for the first time affirmed, and the four purposes, for which our fishermen, under the treaty of 1818, were allowed to enter the bays and harbors of Canada and Newfoundland and within a belt of three miles, are placed under a fair and liberal construction, and their enjoyment secured, without the contentious and constructions which in the past have embarrassed and obstructed them so seriously."

The enforcement of penalties for unlawfully fishing, or preparing to fish, within the borders and exclusive waters of Canada and Newfoundland, are to be accomplished under safeguards against oppressive or arbitrary action, thus protecting defendant fishermen from punishment in advance of trial and conviction, and unnecessary expense.

The history of events in the last two years show that no feature of Canada's administration is more harassing and injurious than the compilation upon our fishing vessels to make a formal entry and clearance on every occasion of temporary docking, shelter in Canadian ports and harbors. Such inconvenience is provided against in the proposed treaty, and the most frequent and just cause of complaint is removed.

The article permitting our fishermen to obtain provisions and ordinary supplies are as originally granted, to trading vessels, are of great importance and value. The licenses, which are to be granted without charge and on application, in order to enable our fishermen to enjoy these privileges, are reasonable and proper checks in the hands of the local authorities to identify the recipients and prevent abuse, and can form no impediment to those who intend to use them fairly. The hospitalities accorded for our vessels in all cases of actual distress, with liberty to unload and sell and ship their cargoes, are full and liberal. These provisions will secure the substantial enjoyment of treaty rights for our fishermen under the treaty of 1818, for which contention has been steadily made in the correspondence of the Department of State and our Minister at London, and by the American negotiators of the present treaty.

The rights of our fishermen under the treaty of 1818 did not extend to the procurement of distinctive fisheries surprises in Canadian ports and harbors, and one item supposed to be essential, to wit, bait, was plainly denied them by the explicit words of that treaty of 1818, emphasized by the course of negotiations and express decisions which preceded the conclusion of that treaty.

The treaty now submitted contains no provision affecting tariff duties, and independently of the position assumed upon the part of the United States that no alteration in our tariff or other domestic legislation could be made as the price or consideration of obtaining the rights of our citizens secured by treaty, it was considered more expedient to allow any change in the revenue laws of the United States to be made by the ordinary exercise of the legislative will in the promotion of public interests. Therefore, the addition to the free list of fish, fish oil, whale and seal oil, etc., recited in the last article of the treaty wholly left to the action of Congress; and in connection therewith the Canadian and Newfoundland right to regulate sales of bait and other fishing supplies within their own jurisdiction is recognized, and the right of our fishermen to freely purchase these things is made contingent by this treaty upon the action of Congress in the modification of our tariff laws.

The importance of our social and commercial intercourse with those populations who have been placed upon our borders and made forever our neighbors is made apparent by the list of United States common carriers, marine and inland, connecting their lines with Canada, which was returned by the Secretary of the Treasury to the Senate on the 7th day of February, 1888, in answer to a resolution of that body, and this is instructive as to the great volume of mutually profitable interchanges which have come into existence during the last half century. This intercourse is still but partially developed, and if amicable enterprises and wholesome competition between the two populations is not obstructed, the promise of the future is full of the fruits of unbounded prosperity on both sides of the border. The treaty now submitted to you has been framed in a spirit of liberal equity and reciprocal benefits, in the conviction that mutual advantage and convenience are the only permanent foundations of peace and friendship between States, and that with the adoption of the agreement now laid before the Senate, beneficial and satisfactory intercourse between the countries will be established so as to secure perpetual peace and harmony.

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I am given to understand that the other governments concerned in this treaty will, within a few days, in accordance with their methods of conducting public business, submit the treaty to their respective legislatures, when it will be at once published to the world. In view of such action, it appears to be advisable that publication here early, and full knowledge of all that has been done in the premises, should be afforded our people. It would also seem to be useful to inform the popular mind concerning the history of the long-continued disputes growing out of the subject embodied in the treaty, and to satisfy public interests touching the same, as well as to acquaint our people with the present status of the questions involved, and to give them the exact terms of the proposed adjustment, in place of the exaggerated and imaginary statements which will otherwise reach them. I therefore beg leave respectfully to suggest that treaty and all such correspondence, messages, and documents relating to the same as may be deemed important to accomplish these purposes be at

once made public, by order of your honor and body."

CHRISTMAS is the day Christ was born, but New Year's is Adam and Eve's birthday—A little girl's explanation.

SAY, Caesar Augustus, why am your legs like an organ grinder? Don't know, Mr. Sugarfoot! Why is thy? O! They carries a monkey about the streets!

It is admitted by foreign electricians that the progress made in the United States in the utilization of electricity is far in advance of that of any other nation.

The little one knelt down at night and said her prayers: "Bless papa and mamma."—"Bless me, but if you can't bless her, it doesn't matter."

ROGER.—"Mamma, doesn't it make you hard-work to speak like?"—Mamma.—"Why, yes, Robbie, it does." Robbie.—"Wouldn't it be a good idea to have a white envelope over the register?"—Birthington Free Press.

LITTLE Tommy Gay querried with his aunt: "I don't know, but I don't like to kiss him."—"Oh, don't you remember what a man said at family prayers this morning, that we were to forgive seventy times seven?" Yes? replied Tommy; but I ticklerly notice it was to your brother, not sister!

They are all getting up traps, sugar-traps, and various other kinds of traps, said a man, entering a coal-dealer's office: "Is there to be a coal out, too?"—"I don't know," said the coal dealer, scratching his head, "but read the paper much. But there's one thing I can tell you. There won't be no coal out in this office, and don't you forget it!"—Boston Courier.

The revolutions of the microscope promise to add largely to our knowledge of the inhabitants of Egypt of 3,000 or 4,000 years ago, by informing us as to the kinds of food used at that time. The material which forms on the teeth, known commonly as tartar, is composed partly of the portions of the food consumed, and this deposit was removed from the teeth of mummies and microscopically examined, revealing in many instances what the food of the persons been.

MAGNETON, the metal which produces such an intensely bright light in burning, and which has been most generally used in ribbon-shaped strips, is now being made use of for the purposes of instantaneous photography. For this, a magnesium powder is manufactured which, when ignited by the electric spark, makes a brilliant and instantaneous light. The subject having been posed, and the camera arranged, the powder is ignited and an instantaneous photograph is exhibited at the West Yard Arm, or a anchor.

RIVER Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National or House Flag and Symbol at Yard Arm.

If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar Flag will be shown above the Ball or Flag alone will be hoisted at the Mast Head.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GANGES, Captain E. Stewart, with Her Majesty's Mails, will be despatched from this port to LONDON via BOMBAY and SUEZ, CANAL, on THURSDAY, the 26th March, at Daylight.

Cargo will be received on board until 4 p.m. on the day previous to sailing.

Parcels and Specie (Gold) at the Office of Loading for the principal place in RUSSIA.

## Government Notification.

## No. 56.

HARBOUR DEPARTMENT.  
The following Rules regarding signalling at the Park are published for general information.

By Command,  
FREDERICK STEWART,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 17th February, 1888.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.  
1823 feet above Sea Level.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all Nations will be used at the Station.

3. All Signals made by vessels in the Offing will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.

5. When a Steamer, or the smoke of a

Steamer is sighted, the Compass Bearing

of the Vessel will be despatched

from this port to LONDON via BOMBAY

and SUEZ, CANAL, on THURSDAY,

the 26th March, at Daylight.

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## Mails.

## NOTICE.

## STEAM FOR

## SINGAPORE, COLOMBO, ADEN,

## SUEZ, PORT SAID,

## TRIESTE, BRINDISI, GENOA,

## ANTWERP, BREMEN &amp; HAMBURG

## PORTS IN THE LEVANT, BLACK

## SEA &amp; BALTO PORTS

## ALSO,

## BOMBAY, MADRAS, CALCUTTA, AND

## AUSTRALIA.

## AUSTRALIA.

## PORTS.

## AT SOUTHAMPTON TO LAND PASSENGERS

## AND LUGGAGE.

## THE COMPANY'S STEAMERS WILL CALL

## AT SOUTHAMPTON TO LAND PASSENGERS

## AND LUGGAGE.

## NORDDEUTSCHER LLOYD.

## NOTICE.

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## SUEZ, PORT SAID,

## TRIESTE, BRINDISI, GENOA,

## ANTWERP, BREMEN &amp; HAMBURG

## PORTS IN THE LEVANT, BLACK

## SEA &amp; BALTO PORTS

## ALSO,

## LONDON, NEW YORK, BOSTON,

## BALTIMORE, NEW ORLEANS,

## GALVESTON &amp; SOUTH AMERICAN

## PORTS.

## DETAINED.

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